

City Council
Transportation
Subcommittee
Meeting Minutes

Date/Time: Thursday, May 3, 2007

Where: Milpitas City Hall, Committee Conference Room

Attendants: Mayor Jose Esteves, Council Member Gomez

Staff: Greg Armendariz, Jaime Rodriguez

Quorum was established

1. Call to Order

- The Transportation Subcommittee (Subcommittee) meeting was called to order at 5:32 pm.

2. Pledge of Allegiance

3. Public Forum

Rob Means, 1421 Yellowstone Drive. Mr. Means expressed concern with funding for BART project and suggested an automated people mover type alternative to BART for the City Council to consider.

4. Approval of April Meeting Minutes*

The minutes were not approved at the meeting.

5. BART Update

- Staff provided a copy of the Draft Letter summarizing the positions requested by the City Council on Tuesday, May 1, 2007.
- Staff verbally summarized the contents of the letter including:
 - Parking: Letter reiterates the need to see the VTA's Parking & Implementation Study for parking around the Milpitas BART Station. Letter documents support for one parking structure on the south side of Montague Exp, East side of BART Track alignment.
 - BART Station Layout: Letter documents acceptance to the layout of the BART station per the 35% plans. Letter requests consistency with the Milpitas Transit Area Plan.
 - Station Platform Config: Letter requests a study to determine if a center platform vs. split-platform is more appropriate for use in Milpitas. Letter also requests documentation of any conflicts/challenges with the use of a center platform.
 - North-South Pedestrian Connectivity: Letter requests the pursuit of a pedestrian overcrossing connection over Montague Exp.
 - Railroad Wye: Letter requests for the VTA to pursue for the relocation of the railroad wye.
- Mayor Esteves requested the letter more clearly include a statement to not allow any surface parking around the Milpitas BART Station in either an interim or long-term scenario.

6. Escuela Parkway

- Escuela Parkway Roadway Improvements
- Jaime presented the findings of the UC Berkeley Institute of Transportation Studies study for traffic safety improvements on and along Escuela Parkway for the three schools south of Washington Dr. Specification recommendations in the study include:
 - Conversion of Bike Lanes on Escuela Pkwy to Bike Routes in efforts to create additional passenger loading zones. Staff recommends supplementing the Bike Routes with new Sharrow roadway markings to better promote sharing of the road between vehicles and bicyclists.
 - Additional passenger loading zones are recommended on Washington Dr and Jacklin Rd.
 - Installation of High-Visibility (Fluorescent Yellow-Green) signs and high-visibility crosswalk markings (step-ladder type).
 - Dynamic U-Turn restrictions Southbound Escuela Pkwy and Russell Ln.
 - Study for addition of bike path on Hetch-Hetchy.
 - Study conversion of parking lot between high school and elementary school from one-way westbound to two-way.
 - Provide crossing guard training at elementary school to queue children before crossing to avoid frequent stops of vehicular traffic.
 - Study construction of a second high school in Milpitas.
- Jaime indicated original request for studies were from the ad-hoc *Committee to Reduce Traffic at Schools Along Escuela Parkway*. Committee is comprised of members from the Parent-Teacher Student Association's (PTSA's) of the three schools.
- Jaime indicated that the ad-hoc committee supported the recommendations of the study. Jaime also indicated that staff took this item to the Milpitas Bicycle Pedestrian-Advisory Committee (BPAC) on April 9, 2007 but that the BPAC voted not to support. Jaime noted that one of the members of the ad-hoc committee (Allyson McDonald) attended the BPAC meeting, not as a representative of the ad-hoc committee but on her own and requested denial of the Bike Lane Remove/Sharrow Installation on Escuela Pkwy. Mayor Esteves asked Allyson to clarify and she mentioned that she was there on behalf of the Sunny Hills HOA, not the ad hoc committee.
- Mayor Esteves asked why the BPAC did not support the recommendation. Staff responded that the BPAC indicated not wanting to see any bike lanes removed in the City.
- Staff indicated that their observations did not show a high use of bicyclists on Escuela Pkwy and those students that did ride their bikes road on the sidewalk because vehicles were already using the bike lanes as passenger loading areas.
- Mayor Esteves asked for clarification of the Sharrow and whether it was a state approved marking. Staff responded that it was approved at both a federal and state level.

- Mayor Esteves asked about the construction of a bike path on the hetch-hetchy. Staff indicated that it had not pursued the idea with the California Public Utilities Commission (PUC) because it was a high-cost element that would likely not get much use by bicyclists because bicyclists in the bike lanes south of Russell Ln would need to maneuver themselves westerly to get into the median, likewise at Washington Dr.
- Mayor Esteves allowed public input and Allyson McDonald indicated that she believed that bike lanes to be the safest option for bicyclists because it allowed for dedicated space on the roadway for bicyclists. Mayor Esteves asked about the non-compliance with vehicles already parking in the bike lanes. Staff also indicated that in the southbound direction of Escuela Pkwy, there were already green 5-minute passenger loading zones south of the high school and bus loading zones at the elementary school which promoted the use of the bike lanes for passenger loading so compliance with the intention of a Class II Bike Lane was not being met. Staff indicated that were the development of a bike plan occurring now and if bike lanes were not already on Escuela Pkwy, staff would not be recommending the street for a Class II Bike Lane facility because of a lack of right-of-way to provide both parking, bike lanes and vehicle travel lanes.
- Allyson McDonald indicated that the high school was currently blocking parking on-site on Escuela Pkwy. Mayor Esteves requested staff to pursue discussions with the school district to confirm that parking or bike lanes were not being blocked.
- Councilmember Gomez indicated he was not ready to support removal of the bike lanes without additional studies should the item go to Council.
- Mayor Esteves indicated that leaving the current scenario “status quo” was not working and that it would only get worst so that he was willing to support the conversion of the bike lanes to passenger loading with Sharrow markings.
- Staff will take the item to Council in June 2007.

7. **BPAC Pedestrian Bridge CIP Request**

- Information item only. Staff indicated that it would be forwarding a recommendation to the City at the request of the BPAC to support a new CIP project to study and construct a new pedestrian overcrossing over the Union Pacific Railroad tracks to connect Milpitas Blvd to the Great Mall area. Staff indicated it would include a recommendation to not support a CIP request because the City had a previous project to do but did not have the necessary community support from businesses to allow public use of their parking lots for such a use. Without the appropriate public land in place on the east side of the tracks, construction of an overcrossing is not possible and the costs for the use did not yield a significant cost-benefit to the public. Staff indicated that it was working with the VTA to create a crossover as part of the BART project if possible.

8. **Other Business**

- *There were no items for discussion*

9. **Set Time and Date for Next Meeting- May 24, 2007**

10. Adjournment